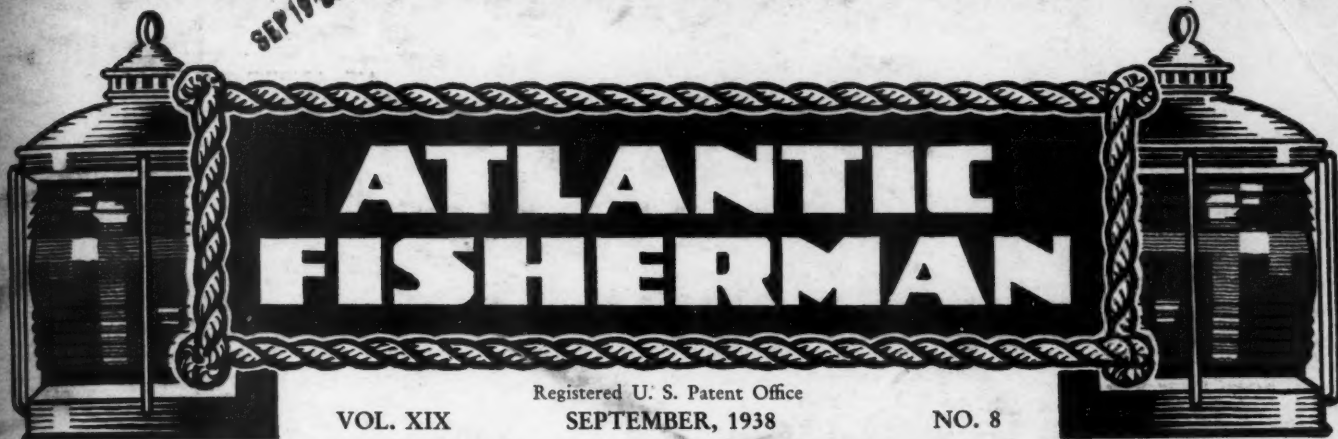


SEP 19 '38 A



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Globe Photo

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By Ewing Galloway, N. Y.

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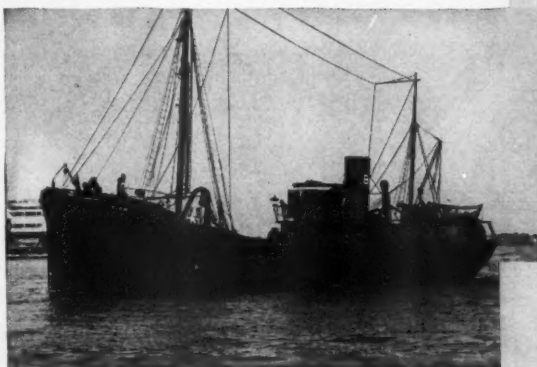
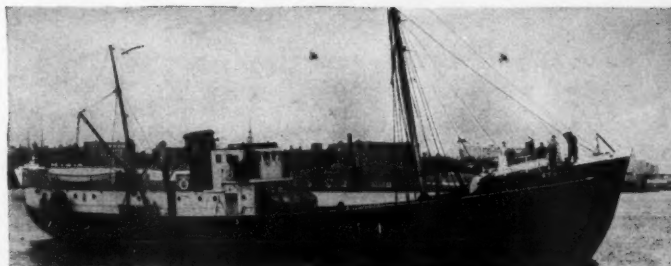
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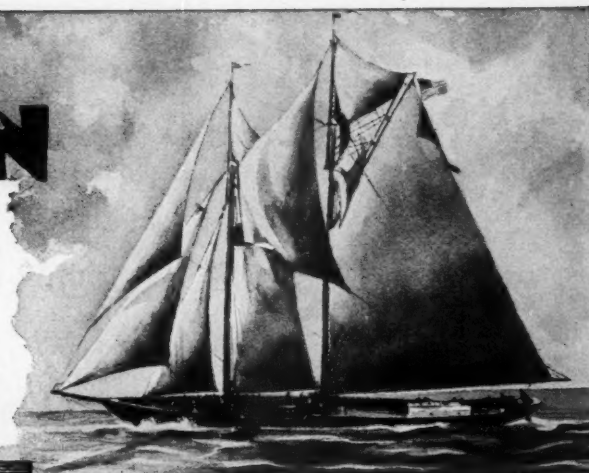
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NO. 8

Merchandise the Fish—Pay the Fishermen

ALL sections of the coast from Maine to Texas, and the Great Lakes, are in the public news describing activities of the fisheries.

The fisheries are neglecting to take full advantage of this publicity which gives people a fish consciousness that could be capitalized into more sales and a bigger business.

Of course, there are a few exceptions to this lack of alertness, but the fact remains that the industry as a whole is remiss in not taking advantage of its opportunities for merchandising.

Why? Because only a few organizations and individual concerns in the business realize the effectiveness of merchandising principles. Either the others don't know what these principles are, or they don't know how to apply them; or they can't believe that money spent for advertising means more business and more profit.

Most industries know the value of advertising, and have demonstrated its worth collectively and individually. Most all businesses advertise for larger distribution.

But, with few exceptions, fishery product distributors restrict themselves in territory and volume. With present-day advantages in processing and shipping, this attitude is not justifiable except by those who are satisfied.

What makes them satisfied? Because they never have done any more and do not want to expand. Because of a selfish attitude which is content with what has been good enough for them individually. Because co-operation might help someone else.

Times have changed. Former practices will not suffice in the more general competition for the public's money. Modern promotion requires more than price sheets, telephone and telegraph. It requires the building and maintenance of public acceptance.

More fish and shellfish can be sold, but not until a larger percentage of distributors want to sell more.

The majority of producers and wholesalers seem content to do a stable amount of business, without giving much thought to increasing it; which is a testimonial to the seafood business as being one that does not depend on volume for successful operation.

But increased demand would automatically increase prices, which would benefit even those who do not care for more business, by increasing their profit.

Those firms that merchandise have a wonderful future in fish, because by merchandising they can increase their volume and profit. They will advance, while the self-satisfied firms will stand still until the progressive ones gradually obtain

more and more of the business. Then they will wonder what has happened.

Supply and demand govern prices. When supply is plentiful, prices would not drop if demand were large. When supply is small prices would go higher, if the demand were there.

If the industry as a whole, or groups or sections of it, will not carry on a consistent campaign of education through advertising and publicity, then the advance of the industry will depend on a few outstanding firms who in time will reap the benefits of intelligent merchandising.

There would be plenty of money available for promotion work, if fish could be sold at a reasonable profit, instead of on a cut-throat basis; and price competition would be less if there were more demand.

The Fishermen

With a sufficient demand for fish, which can easily be created, wholesale dealers will not have to chisel prices, and can afford to pay fishermen a price for their catches that will enable them to produce at a profit.

The fishermen are the foundation of the business. If they are not paid reasonably well for producing, there will be no business.

Quality Fish

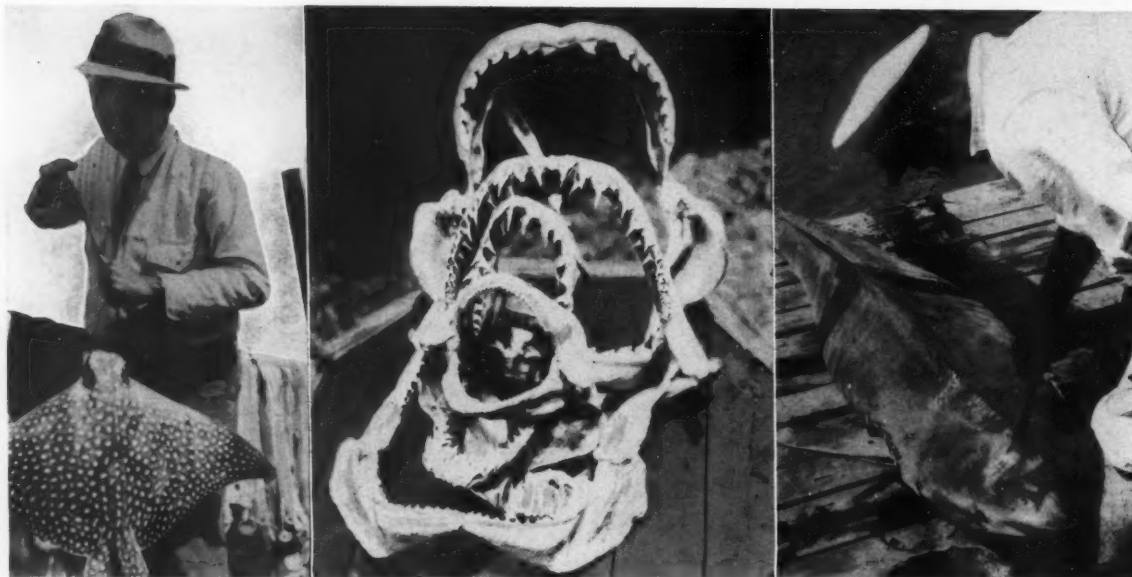
The above observations refer to merchandising a quality product. Poor fish, even at a cheap price, is of no benefit to the industry; it is a detriment to the building of consumer acceptance. As one mid-western distributor says, even fancy wrappers do not make bad fish good. But, fortunately, there is less and less poor fish finding its way to market, and the sooner there is none, the better the business will be for everyone.

Outlets

Merchandising, of course, means more than advertising and selling; it involves improving the outlets for the product, through the education of those who handle it. A quality product, advertised, sold at a fair profit, and offered to consumers by purveyors who have been shown how to handle it intelligently, will spell greater success for all factors in the fish and shellfish business.

A Stabilized Market

A consistent program of thorough merchandising would insure a steady demand, increase volume, permit decreasing sales prices to the consumer, without a sacrifice on the part of distributors, and guarantee a more dependable income to fishermen.



Left: Capt. Bill Young, who has hunted sharks for 30 years, shown with a leopard ray used in Florida for bait. Center: A few shark jaws from his collection. The specimen at the top is that of a man-eater. Its teeth have serrated edges. Right: A shark fisherman preparing to skin a catch. Shark Industries, at Port Everglades, Fla., sell shark teeth for novelties, also produce a nutritive and medicinal oil. Hides are made into leather, eyes into jewelry. The meat is sold as poultry food.

The Shark Industry Wants More Sharks

Bill Abbott Finds Problem of the Industry is not Market for Products but Supply of Raw Materials

SHARK INDUSTRIES, established three years ago at Hollywood, Fla., to extract oil from shark livers, has outgrown its original plant and is establishing a modernized plant at Port Everglades, Fla.

This industry started from an idea and a process. From that has developed a business whose problem is no longer a market for its products but rather a supply of raw materials to care for its rapidly expanding markets.

The idea was that out of the livers of sharks could be extracted an oil that possessed value. It took some months to perfect the process and get a concentrated oil. Government reports up to that time showed that shark liver oil was used only for making soap, for tempering steel, and sometimes as an adulterant for cod liver oil, but none of those uses appeared to offer commercial opportunities.

Robert M. French, president of the company and a former chemist in New York, had an idea that the oil might improve the laying qualities of hens. He tried it and the results were immediate and astounding.

The experiments continued for a year wherever poultry raisers would accept them, and then the product was offered commercially. Meantime, experiments were continued in search of a more refined product for human use, and Mr. French found a high content of Vitamins A and D.

Months of labor with the process of extraction, Mr. French said, brought forth a product which contained 20 times the amount of Vitamin A found in cod liver oil.

Now he has on the market an oil he claims to carry 67 times the amount of Vitamin A found in U.S.P. cod liver oil which means that the new oil, by actual test, shows 40,640 units per gram as against 600 units of Vitamin A per gram in cod liver oil.

Extensive experiments are being conducted with the shark liver oil by the University of Florida to find more and wider uses for the product.

Mr. French says he and his associates have a theory that it also contains other properties of high therapeutic value whose nature is yet to be harnessed for the enrichment of health and living.

The business has developed many by-products, and Shark Industries now gets more from shark teeth for novelty uses each month than it did from oil in the early stages of its venture. Shark fins are sold to Chinese exporters for shipment to China where they are a table delicacy, shark meat is being used for poultry feed, hides are sold for leather; and eyes, hardened by cooking, are used for beads and jewelry.

At the new plant the company proposes to concentrate on refining shark oil to be shipped there in a crude state from fishing stations along the Atlantic coast from Hatteras South.

A number of Florida fishermen make a living from sharks, using only the hides which they sell to a New Jersey shark leather concern. Fishermen at Key West also enjoy a Chinese trade in shark fins.

Sharks—bogey to beach bathers, pests to commercial fishermen, but bread and meat to Mr. French—are found off the entire coast of Florida, but being migratory fish, they cannot always be located in the same places.

Catching sharks in commercial quantities is Mr. French's main problem. In the early days of his company 600-foot nets were used, but sharks damaged the nets to such an extent they were useless.

Most of the company's fishing stations now use 1000-foot lengths of chain with giant shark hooks imported from Sweden spaced 25 feet apart.

Even with these heavy hooks, however, it is not uncommon for fishermen to report the hooks either straightened or broken off by sharks.

Sealed jugs and 50-gallon gasoline drums are sometimes used for floats on the shark lines which are put out at night and hauled in in the morning.

But landing of big sharks remains a problem, and it is difficult to obtain daily profitable catches.

"When we have solved the problem of getting a regular, dependable supply of the big fellows," Mr. French said, "we will be able to turn out health giving shark oil in real quantities."

Lake Fishing and Wisconsin Conservation

John E. Hubel on Lake Michigan with Tesslers,
and in a Shore Interview with Joseph Bossler.

THERE are more than a dozen fishing tugs operating out of Milwaukee on Lake Michigan. That city and lake are chosen as Milwaukee is a very good market for fish and Lake Michigan is considered an excellent fresh water fishing ground.

We find the fishing tug on which we are taking a trip is one-third of a century of age, and the engineer has been at it for about 47 years. He is Albert Tessler, of a family of fishermen. The captain of the boat is the engineer's nephew, Richard Tessler, a commercial fisherman for twenty years.

The tug is an 80-footer, still very seaworthy, so far as sea-going on Lake Michigan goes. The same routine is followed every day the tug goes out to the nets. After 5 A.M. steam is gotten up and the boat is ready to leave the dock by six. It is twenty miles to the fishing grounds, marked by a buoy with a flag stuck into it. The tug is not a speedy boat, and two hours is required to reach the nets from the Milwaukee harbor.

Having arrived at the buoy, the latter is pulled in, with the nets following, after about 400 feet of rope has been coiled on the boat's deck. Fourteen nets are tied onto that rope, each net being about 1,400 feet long. The nets are down about 288 to 425 feet (48 to 70 fathoms). The nets are held down by lead sinkers with the top of the net held up by cork.

It took about three hours to haul in the fourteen nets with contents. When the last net was emptied on deck, it was found that the day's catch amounted to about 350 pounds of fish. What does that mean in dollars and cents to the fishermen? In Summer lake trout bring 19 cents a pound. In the Winter time this goes to about 24 cents. For chubs the price is about 14 cents a pound. This is for Lake Michigan trout and chubs. When there are great hauls from another Lake, say Superior, the price goes down. The 350 pound catch of lake trout is about the maximum; some times it drops to 250 pounds. Chubs run as high as 700 pounds to a day's catch, at times when it is advisable to go after chubs.

Work is not stopped when the last net has been pulled. During the two hour return trip the fish are cleaned and all ready for the market when the tug reaches shore.

Fish is a treat for hungry men, but it is the manner in which the treat is prepared that makes the return meal so enticing. Some of the best of the trout are split open, stuffed with sliced onion, properly peppered and salted and placed on the dome of the ship's boiler. Newspaper wrapping is very helpful in getting the fish properly baked. Two hours is necessary for the complete process. When the baking is complete, the skin of the fish adheres to the paper and you

have the lake trout prepared in a manner which cannot be improved upon by the best chefs in the world. That is something to look forward to, after a hard day's work, and the way the crew go at it shows how they appreciate the meal.

Now a word about hardships, of which there are some, but nothing compared with ocean fishing for a living. Some heavy weather, as Great Lakes fishermen call it, is experienced, but the news columns seldom contain stories of lost boats or crews. After you have been at it as long as the Tesslers and some of their competitors, the Captain says, you know how to get to a port when a storm comes up.

Conservation

The worst hardship is man-made, according to one of the officers of the largest fishing outfit that operates on the Great Lakes. It is the passage of laws regulating the business of commercial fishermen. On August first, 1938, Wisconsin put into effect a new law whereby the state takes over all lake trout caught that are under 16 inches. The state pays commercial fishermen 2 cents a pound for such undersize trout, and sells the fish in the open market—this compared to 15 cents a pound which the fishermen get for larger trout and formerly got for any size trout they hauled in, except possibly the smallest ones.

In having the new law passed, the Wisconsin Conservation Commission had in mind discouraging the catching of baby trout, claiming that fishermen dropped their nets where baby trout were the most numerous. It is claimed that a similar law is in effect on Lake Superior and is working out to everyone's satisfaction.

In discussing the new law, Joseph Bossler of the Bossler & Sons Fishing Company and Vice-President of the Wisconsin Federation of Commercial Fishermen, had this to say:

"We brought in about \$25 worth of trout today. We will get about half that on account of undersized trout. And that should pay a crew's wages for running a boat and nets. On top of that, the crews want fewer hours and higher wages. Well, either the price goes up or we go down, sunk. And it's the same all along the Lake.

"We want conservation. At a meeting in Green Bay we asked for a four weeks' closed season in the spawning season and a year round closed season in restricted areas, along the reefs where the baby trout are usually found. It might have been tough sledding for the first few years, but after that we would have had some real fishing."

In the Fall and Winter, Bossler declared, when trout fishing is very good, fishermen will be throwing the baby trout back, instead of taking them to the state at 2 cents a pound. "That may be great stuff for seagulls, but it's poor business," he said.



The tug "Ewig," 50 ft. long by 14 ft. beam, owned by Capt. Oscar H. Ewig of Sheboygan, Wis., built by Peterson Boat Works at Sturgeon Bay, powered with a 150 hp. Buda engine.



New steel boat, "F. DeVet & Sons," 45 ft. long by 13½ ft. beam, owned by F. DeVet & Sons of Fayette, Mich., powered with a Kahlenberg 75-90 Diesel engine; running gait 10 mph.

Crisfield Has Laboratory To Study Crab Industry

By Edward Bowdoin

ESTABLISHMENT of a temporary laboratory in Crisfield to undertake a technological study of the domestic crab industry was made this past month. This investigation is conducted under an act of Congress which appropriated \$10,000 for the purpose.

One of the purposes is to study methods of improving production and better marketing of crab meat. Later in the year this study is to be extended to Louisiana and Mississippi.

One chemist and a bacteriologist is assigned to Crisfield and by the end of the year recommendations will be in effect.

The crab picking plants are operated under federal and state regulations. Three types of inspections are made, federal, state, and local, with inspectors supervising every operation from the time the crabs are delivered at the packing house until the meat is shipped.

Ready for Oyster Shucking

Several of the packing plants were ready to begin shucking oysters on September 15th, when tonging began in some waters, while September 1st saw the opening of the season in other points. Only a few plants begin on the 15th, but in a short while all plants will start operations. The oyster season in Maryland really opens on November 15th, when the dredging of oysters begins.

Soft Crab Price Advances

The price of soft crabs advanced during the latter part of August and if weather conditions permit the season will extend until October.

Shad Industry Diminishing

Twenty years ago the shad fishing in the lower Chesapeake Bay was a big industry, and coming between the oyster and crab seasons it was a boon to the fishermen and packers in Crisfield. A large fleet of runboats and the men engaged in packing, as well as those employed on trucks, gave employment to several thousand persons. Representatives from New York wholesale fish markets, as well as local packers aided to the shipping of fish to all points throughout the United States.

This year, and for the past few years, the shad fishing has fallen off to an alarming degree. The following are figures for the years 1931 to 1936 from the annual reports of the State Conservation Commission. 1931—the total of pounds amounted to 1,195,705, valued at \$125,665. 1932—total pounds, 1,667,452; value, \$155,535. 1933—total pounds, 1,374,315; value, \$133,142. 1934—total pounds, 885,300; value, \$89,582.



The "Eustis McManus," operated by the DeJean Packing Co. of Biloxi, Miss., and employed to catch oysters or shrimp according to the season of the year.



Capt. Delany Linton of Saxis, Va., and his crew repairing their nets.

1935—total pounds, 800,000; value, \$83,777. 1936—total pounds, 573,200; value, \$56,414.

These figures tell the story of the rapidly diminishing shad industry in Maryland. Some years ago the United States Bureau of Fisheries conducted a hatchery at the head of the bay. It was abandoned because the officials said they could not obtain the co-operation of the fishermen in supplying them with the necessary spawn. One government official is of the opinion that with proper hatching facilities, a good crew equipped with suitable boats, and with the co-operation of the netters, 10,000,000 or more fry could be produced annually in the upper bay.

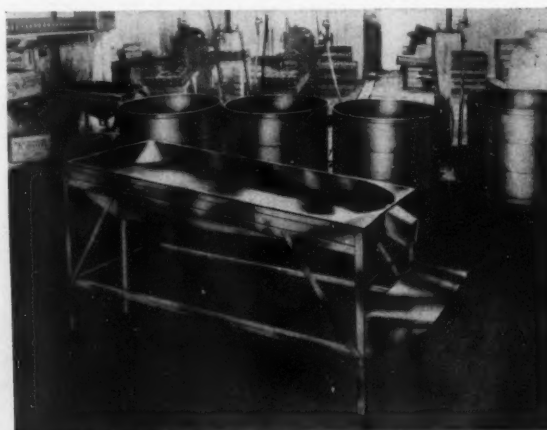
Other causes to which the decrease in catch is attributed are nets in Virginia waters at the mouth of the bay, poor seasons and the damming of the Susquehanna at Conowingo.

Delaware Fishing Laws Modified

Special commissions appointed by the governors of New Jersey and Delaware voted in favor of modification of present laws regulating fishing in the Delaware River and Bay. They announced a meeting to consider new regulations would be held in Wilmington, since present regulations were based on laws passed by both states in 1907.

Saxis, Va.

When Capt. Delany Linton and his crew find that they have a good catch of fish in their nets, before they take the fish out of the water, they find a market for them, and then have boxes and ice and men waiting on the dock ready to start putting up the fish as soon as they arrive. This procedure keeps their fish in fine condition, ready to sell the following morning in market.



View in plant of R. E. Roberts Co., Baltimore, Md., showing Monel skimmer and blow tanks for oysters. Equipment manufactured by Geo. H. Wabmann Mfg. Co., Baltimore.



New shrimp dragger "Capt. Phil," built at Fernandina, Fla., by Mike Tiliakos for Capt. Philip G. Hyer of Morgan City, La. She is 47.6 x 14.3 x 4.6, powered by a 100 hp. Superior Diesel with 3:1 reduction gear turning a 34 x 32 Columbian propeller 533 rpm. She is equipped with Willard batteries, and rigged with Whitlock cordage and Linen Thread trawls. The owner and the builder are shown at the right.

Louisiana Shrimping News

THE *Marie Foster*, shrimp boat owned and operated by Dewey Currault, arrived at Morgan City last month with a fairly good catch. This boat is equipped with a new heavy duty 100 hp. Hill Diesel engine.

Capt. John Pringle took command last month of the shrimp boat *Captain John*, owned by John Santos. He replaces Capt. Cooner who has been transferred to another of the John Santos Co. boats.

The *Whoopee* has been on the ways for the installation of a new shaft and is now ready for shrimping in the Gulf again. Capt. George Johnson is in charge of this boat which is owned by John Santos Co.

Shrimp Fishermen Back at Work After Strike

Hundreds of Louisiana shrimp fishermen were at work on August 31 with assurances that they might market their catch for \$8 per barrel as the canning season got into full swing, following a strike.

The Southern Shell Fish Co. of Harvey and Biloxi, Miss., Chauvin Brothers, Inc., Indian Ridge Canning Co. and Emile Leypere, all near Houma, agreed to the \$8 per barrel price.

Other concerns which started packing included the H. L. Brignac Co., Skrimetta Seafood Co. of New Orleans; Algiers Packing Co., Algiers; Devitt Sons, Inc., Caernarvon; and the Cuccia Canning Co., Westwego. These concerns agreed to pay a maximum of \$7 per 210-pound barrel running 35 to the pound or less, and \$6 per 210-pound barrel for shrimp running 40 to the pound.

Shrimp Leave for Deeper Waters

Shrimp receipts have been very light at Morgan City since the recent hurricanes passed. Many trawlers have been in port for two weeks. Paul Messick reports an unusual condition in shrimp waters since the storms. Apparently the inshore waters were so violently disturbed that seabobs and even smaller shrimp fled to waters forty miles off shore. Catches have been made in the grounds recently where only lobster or jumbo shrimp are usually found, with sizes so mixed that local dealers could not handle them as standard grade large shrimp.

Mr. Messick states that in his long experience in deep water shrimping he has never known small shrimp to be caught so far removed from their natural habitat in the shallow coastal waters.

Pelican Company

The Pelican Lake Oyster and Packing Company at Houma, La., owns 28 boats and engages a fleet of 100 during the regular packing season. Of this number some are used as freighters or ice boats, and the others are trawlers.

Generally twenty to thirty trawlers operate as a unit, and three ice freighters contact these boats throughout the day, so as to be in a position to immediately ice the shrimp as they are taken from the water, the method being to place them in layers of 6 inches of ice to 6 inches of shrimp, and rush them to the cannery.

Collective Advertising Suggested

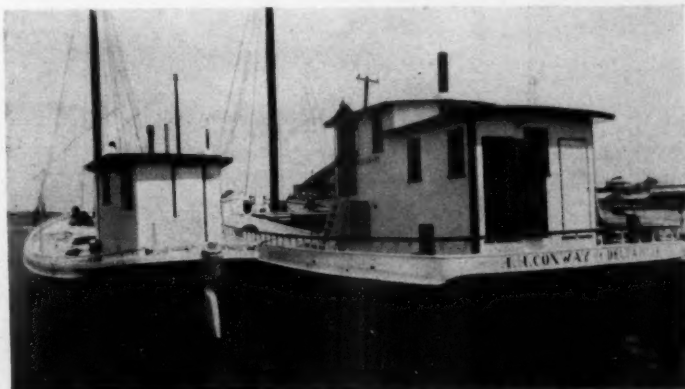
Large catches of crabs were being brought into Morgan City and Berwick early this month. Packers were paying \$1.00 per 100 lbs. One large packer is carrying on an advertising campaign in the daily papers of Washington, D. C. It has been suggested that collective advertising, national in scope, carried on by all factors interested in the production and packing of crabs and shrimp might result in an increased demand to the end that fishermen and packers may not be continuously at the mercy of the practically restricted market on which they now depend.

Voorhies Moves to Houma

Will C. Voorhies, salesman of marine and stationary Diesel engines for Fairbanks, Morse & Co., has moved to Houma from Cut Off, La., where he formerly had his headquarters.

New Boats

The New Augustine Boat Building & Repair Shop of St. Augustine, Fla., is building shrimp boats for "Bama" Andrews, Cameron, La., and Theodore Anderson, Morgan City, La. These boats will be fairly fast, sea-worthy, economical in operation, and will have sufficient storage capacity for large trips.



The "H. H. Conway," tied up at the Holland and Baird dock in Crisfield, Md., is owned by Capt. J. T. Ward. She is 85 x 24, powered with a 140 hp. Fairbanks-Morse engine, and is used for seafood trade and dredging hard crabs. Tied up on the outside of her is the "Rena Callo," owned by Capt. Irie Todd of Crisfield.

Georgia Shrimping Resumes As Strike is Settled

By C. Keene

SHRIMP fishing operations were practically at a standstill for several days during August, along the entire Georgia Coast, as a result of a general strike ordered following a dispute with L. P. Maggioni & Company, shrimp dealers, who operate at Thunderbolt and at Brunswick.

It was reported that the general strike was ordered by the Fishermen's Union, which is affiliated with the American Federation of Labor. The trouble seemed to have started when a demand for an increase in the price of shrimp, was denied. The fishermen wanted to receive the same price that was being paid along the Gulf.

The union president stated that the catch at prices being paid at the time of the strike would average about two and one-half cents a pound which would not give a man a living wage. Local dealers pointed out that conditions along the Gulf and Atlantic coasts were different and consequently there was a difference in the prices. The fishermen declared that it cost as much to operate boats on the South Atlantic as on the Gulf and for that reason the prices should be uniform.

A meeting was held in Savannah, Georgia on August 12th and a settlement of the strike was made. It was later announced that Joseph S. Cafiero, official of the Maggioni Company, had signed an agreement as to prices and agreeing to work only union men. The prices to be paid according to the agreement are as follows: 20 per pound or under, 3½ cents; 20 to 25 per pound, 3 cents; 25 to 35 per pound, 2½ cents; 35 to 45 per pound, 2 cents. The company also agreed to handle 30,000 pounds of shrimp daily, not to limit company boat catches; the union boats to have the privilege of supplying any of the amount not supplied by the company boats. When the amount cannot be supplied by the boats the company has the privilege of trucking shrimp to the plant.

Georgia and Florida to Enforce License Fee

An agreement which has existed between Georgia and Florida officials for many years was suspended recently, when Georgia decided to enforce its \$500 license tax, and this resulted in Florida taking the same action. Prior to this licenses for fishing in waters of the two states were suspended. An announcement was made by Conservation Commissioner R. L. Dowling of Florida, that out of state boats fishing for



"Mary M." and "Alcatraz," 48 ft. shrimp boats. The "Alcatraz" is owned by Capt. Manuel Assumpaco, Brunswick, Ga., powered with an MRA-6S Superior Diesel engine, 2:1 reduction gear, propeller 32 x 18, speed 10 mph. at 1600 rpm. The "Mary M." is owned by Capt. John Marinzulich of St. Augustine, powered with an MRA-4 Superior Diesel engine, 3:1 reduction gear, propeller 34x24, speed 9 mph. at 1500 rpm.



Party fishing boat built by the Price Boat Yard, Amburg, Va., for Chris Wehrhahn of New York City. She is 40 ft. long and is powered with two 90 hp. Universal motors with 2¼ to 1 reduction drive using Monel Metal shafts, giving a speed of about 16 mph.

shrimp would have to pay a \$2,000 annual license fee after August 24.

It is generally understood that the new taxes will not have much effect on the Georgia or Florida boats as they have not been fishing very much in their neighboring states; however, it will seriously interfere with the "roaming fishermen". These men do not have a "home port" but follow the prawn up and down the coast as they migrate. Under the action of the two states these fishermen will be subject to both taxes.

It is reported that another effort to reach an agreement will be made by officials of the two states but as the past conferences have not resulted in an agreement the itinerant fishermen are not holding out much hope for one now.

Florida Spongers Released

TWENTY-SIX Tarpon Springs, Fla., sponge divers, charged with diving for sponges within the territorial waters of Florida near Key West, have been released from jail on an order by Federal Judge Alexander Akerman at Jacksonville.

Judge Akerman reaffirmed a recent decision holding invalid a state law fixing the state territorial limits in the Gulf of Mexico as three leagues from shore.

The State's criminal jurisdiction, Judge Akerman held, is confined to the United States' territorial limit of one league, and a State law prohibiting sponge diving in its waters is applicable only within that limit.

Records showed that the crews of four boats were arrested eight miles from shore by State conservation officers and those on a fifth boat were arrested by Monroe County officers 17 miles offshore.

The case recalled the long rivalry between Key West "hookers" or sponge fishermen who bring up their catches with long grappling hooks and Tarpon Springs fishermen who dive for their catches.

Freezing and Storage Plants

The State cabinet has tentatively endorsed an application for a \$700,000 Public Works Administration project to build and operate freezing and storage plants for Florida's salt water fishing industry.

The approval was made subject to a legal opinion by Attorney General George Couper Gibbs after Robert L. Dowling, State Conservation Commissioner, explained that the plants would aid the fishing industry by providing means of storing surplus catches against days when bad weather keeps boats in port.

Producers would pay for the use of plants and a Government loan for 55 percent of the total amount would be paid from the revenue.

Dowling said the plan contemplated establishment of eight plants at points along the Florida coasts.

New York Wholesale Prices at Fulton Fish Market

Species	Aug. 1-6	Aug. 7-13	Aug. 14-20	Aug. 21-31
Bluefish	.05-.28	.05-.23	.04-.18	.04-.32
Bonito	.07-.08	.07-.09	.02-.08	.01½-.03
Butterfish	.03¼-.06	.01½-.05	.01½-.09	.01½-.10
Codfish, steak	.04-.08	.03-.08	.06-.09	.03½-.10
Codfish, market	.03½-.05	.03½-.05	.02½-.04½	.03½-.05
Croakers	.02-.03½	.02-.03	.01½-.04	.01½-.03
Dabs	.03-.08	.02-.08	.02-.06	.02½-.08
Eels	.02-.14	.02-.12½	.02-.14	.03-.16
Flounders	.02-.12	.03-.08	.02-.08	.02½-.09
Fluke	.06-.16	.03-.16	.02-.16	.04-.15
Haddock	.02-.05	.03-.05	.02-.04½	.03-.05
Hake	.01½-.04½	.02-.03½	.01½-.04	.03-.04
Halibut	.12-.16	.11-.14	.14-.18	.11-.18
Kingfish	.02-.12	.02-.10	.02-.12	.02-.08
Mackerel	.01-.06½	.03-.10	.02½-.09	.02-.08
Pollock	.02-.05	.03-.04	.01½-.05	.03-.04½
Salmon, Pacific	.12-.25	.15-.20	.12½-.30	.12-.25
Scup	.01-.04	.01-.04	.01½-.04	.01-.03
Sea Bass	.02-.16	.02-.16	.02-.15	.02-.16
Sea Trout	.03-.25	.10-.25	.07-.25	.05-.30
Sole, grey	.03½-.08	.04-.05	.05-.08	.06-.08
Sole, lemon	.09-.12½	.08-.11	.05-.09	.05½-.10
Striped bass	.12½-.20	.11-.20	.10-.18	.10-.20
Swordfish	.18-.32	.15-.25	.18-.30	.20-.30
" Japanese	.15-.16
Tautog	.03-.05	.04-.04	.02½-.05	.03-.04
Tuna	.04-.08	.03½-.08	.02-.07	.01½-.06
Whiting	.01½-.02¾	.01½-.02½	.01-.02½	.01-.03
Clams, hard	.50-2.00	.75-2.50	1.00-2.50	.75-2.25
Clams, soft	.75-2.00	1.00-2.00	1.00-2.00	1.00-2.00
Conchs	1.00-1.75	1.50-2.25	1.00-1.50	1.00-1.50
Crabs, hard	.50-1.50	.75-2.00	.50-1.50	.50-1.50
Crabs, soft	.20-1.00	.20-1.25	.20-1.25	.25-1.50
Crabmeat	.20-.50	.20-.50	.20-.55	.20-.50
Lobsters	.20-.39	.15-.42	.10-.43	.11-.43
Mussels	.50-.75	.50-.75	.50-.75	.50-1.00
Scallops, bay	.95-1.50	1.75-2.00	1.25-1.25	1.25-2.00
Scallops, sea	.95-1.25	.95-1.15	.90-1.00	.90-1.05
Shrimp	.07-.20	.08-.18	.04-.18	.09-.23
Squid	.03-.05	.01¼-.02½	.01½-.05	.05-.08

New Position for J. H. Matthews

John H. Matthews, Executive Secretary of the Middle Atlantic Fisheries Association, has been appointed Treasurer of Chesebro Bros. & Robbins, Inc., Fulton Market, New York. Mr. Matthews is not a stranger at his new location, having been associated with Chesebro Bros. & Robbins and predecessor concerns from 1904 to 1931. He will retain his Association duties.

Market News Service Opens Chicago Office

THE Fishery Market News Service, which has been operating in New York City and Boston for some time, has now opened an office in Chicago, to be in charge of E. C. Hinsdale. This office is located at 200 No. Jefferson St., and the service will include most of the features which are obtained from the New York and Boston offices.

Data concerning the Chicago market will be given, hailing fares, prices, supply, market, and demand for commodities; cold-storage movement and holdings of fishing commodities; and imports of fishery products. It will also include summarized information relative to markets elsewhere in the United States, the transactions of which are of interest to the Chicago industry. The ports covered by such summarized information will include Seattle, Wash., and Prince Rupert, B. C.

Long Island Oyster Season Opened by Annual Outing

THE annual outing of the Long Island Oyster Growers, Division of Middle Atlantic Fisheries Association, marking the opening of the oyster season, was held August 31 from West Sayville, Long Island. A large group of guests, including numerous newspaper and magazine editors, were present.

After a lunch at the Bluepoints Company plant, the party embarked for a sail on Great South Bay, where a dredging demonstration took place on the *J. Van Wyen*, owned by the Bluepoints Co. Two other boats, the *Theodore Roosevelt*, owned by Wm. Rudolph, and the *Louise Ockers*, owned by Frederick Ockers Oyster Co., assisted in conveying the guests. After the sail, a shore dinner was served at Oakdale.

Among the guests present were C. H. West, Assistant Canadian Trade Commissioner, and D. F. Archibald, Mapleaque Oysters, Ltd., Charlottetown, P.E.I.; Dr. Milton Bidwell, Chief Biologist, and James Hildreth, N. Y. State Conservation Dept.; Richard V. Ross, New York City Health Dept., and Edwin A. Applegate, New Jersey Health Dept.

Scientists Surprised by Early Oyster Spawning

Bureau of Fisheries officials are puzzled by the behavior of oysters in Long Island Sound which are flaunting time-honored bivalve customs.

Until recently it was believed that oysters would not spawn in water temperature lower than 68 degrees. But this year, they started spawning in temperatures as low as 61.5, upsetting the careful calculations of the Bureau and oystermen.

Because of low water temperatures during May and June, a late Summer spawning was anticipated and the oystermen laid plans to plant shells late in July to catch the baby oysters.

During an observation cruise on June 29, however, Dr. Victor Loosanoff, of the Bureau's station at Milford, Conn., noticed that spawning had begun.

He hurried back to shore and spread the alarm. Oystermen summoned by telephone were soon hustling out to the oyster beds loaded with shells for the young oysters to rest on.

Only for Dr. Loosanoff's warning the oyster fleet might have suffered a serious financial loss.

The Bureau now believes that temperature alone is an unsatisfactory basis for prediction of the time of spawning and setting of oysters and that other factors, at present undetermined, may be involved in inducing spawning of oysters under natural conditions.



Co-owner Joseph Orlando, and Capt. and co-owner Jerome Lovasco, of the Gloucester dragger "St. Joseph." Photo, courtesy Essomarine Marketers.

Vineyard Sees Indications of Good Fall Fishing

By J. C. Allen

THIS report, written as August passes the weather quarters, bound out, sees the Island of Martha's Vineyard just emerging from the fog-bank that has hidden the island from the rest of the world for about six weeks. Landsmen will disagree with this statement, but ask any sea-skimmer who operates between four and forty fathoms and he will tell all hands that the Vineyard has been harder to find than a rich man in the Kingdom of Heaven.

The Island is now emerging, as said before, with an easterly breeze and the glass falling. Perhaps by the time this report appears in print there will be no island here.

For the past month the program has been an unvaried series of fog, rain, red-hot sun, more fog, more rain and a hotter sun, with the wind blowing unceasingly from the sou'west.

Swords Running Large

Swords have run thick, in all bearings, and they have been unusually large, if the gang can be relied upon to tell the truth. But receipts haven't been anything to brag about simply because the lads who went after them couldn't tell whether they were sailing on the Atlantic Ocean or in somebody's duck pond up among the hills. Except for swell. And boy, that was a lil, and no blasted error!

Sea-Scallop Receipts Good

The sea-scallopers, who run half-way to the Spanish coast, hit that swell full and by and came in, trip after trip with their neck-joints toggled and pokes turned inside out from being walloped and wallowed around in the mess.

Sea-scallop receipts have been good and the prices have held fairly well too, but the expected rise failed to materialize, although there have been spasmodic boosts that tilted the market aloft a trifle from time to time. But the grounds are getting cluttered up. Traffic out there requires a cop with stop and go signals, or something. Capt'n John Salvadore of the *B and E*, of Vineyard Haven, got clipped at the fore-chains by the Boston beam-trawler *Fabia*, and cut down four feet or so below the sheer.

Trap-Fishing Uncertain

Trap-fishing in these latitudes is about as uncertain as the next election. Nobody knows whether there will be a burst of prosperity, a new and greater depression or a capsizing of the whole blasted system and the substitution of a new one. One day there will arrive a haul of something or other that cheers all hands. The price will go up, and the sun shines all over everything. The next day sees the reverse and fisherfolks go around talking about bloodshed and violence, despondent as the devil.

Hand Liners Have Fine Season

Hand-line fishermen have had the best going this season of any Summer in years. This is the plain, unshellacked truth and you may lay to that. They have struck plenty of fish most of the time and the price has held above the average for the past four to five seasons. Our run of sea-bass does not go to the largest size, but it runs to a good average medium, and bass have been worth kale in any language.

Lobstermen Optimistic

Lobstermen, taking them full and by, are more optimistic than they have been for several seasons. With the heft of the season lying astern, it is fair to say that the quality and quantity of lobsters taken in local waters has been superior to that of any recent year and the supply is still holding up well as this report leaves the Vineyard.

While all predictions fail and all signs are false in these days of degeneration and Democracy, there is the best indication of good Fall fishing in years, in the mass of bait of all kinds that crowds the shores. Spirling, sand-eels, squid, menhaden and various other varieties, are all here in tremendous quantities.



Capt. Howard L. Vars' boat "Reliance" of Wakefield, R. I., powered with a 35 hp. Palmer engine and equipped with Hathaway hoist and Shipmate range. Capt. Vars states that the first black marlin caught on rod and reel, weighing 100 pounds, was caught from his boat.

R. I. Oystermen Optimistic

RHODE ISLAND oyster growers are looking forward to a good season this year. A good stock is reported, and the lower prices in effect are expected to result in a larger volume. All of the plants opened either on the first of September or right after Labor Day.

New Dredge for American

The new oyster dredger being built for American Oyster Co., Providence, by Alder Mfg. Co. of Warren, R. I., is expected to be launched this month. She will be towed to Bridgeport, Conn., for the installation of her 90 hp. Wolverine Diesel engine and other machinery.

Promotional Program Planned

The New England Oyster Growers' Exchange, Warren, is planning a greatly enlarged promotional program this season, with the main effort being concentrated on store demonstrations. Numerous sets of attractive widow displays have been assembled for use in leading markets throughout New England, where oyster shucking and serving of oysters on the half-shell will be featured.

N. J. Oystermen in Action

BIVALVE and Port Norris swung into action on September 1 with the opening of the oyster season. In South Jersey 8,000 persons will be given employment in the oyster industry and a vast majority of these will be employed on the beds of the Maurice River Cove.

Other points of activity are Tuckerton, West Creek, Parkertown and New Gretna, from which boats dredge and tong oysters in Little Egg Harbor and Great Bays.

Largest Croaker Catch This Season

Three commercial fishing boats arrived in Wildwood last month with the largest catch in the current fishing season, when 125,000 pounds of croakers were brought in.

The *Irene May*, Capt. William Husted, landed 80,000 pounds; the *Powhatan*, Capt. John Mills, 35,000, and the *Nelson*, Capt. Oscar Hokanson, 10,000.

Oyster Bulletin

THE recent bulletin issued by Dr. Lewis Radcliffe, Director of the Oyster Institute of North America, points out the publicity that has been prepared by his office for the oyster season opening, and the many contacts his office has with sources of promoting the industry.

Canned Oysters

In 1937 the pack of canned oysters was equivalent to 690,063 standard cases, 10,350,945 pounds valued at \$2,839,760 packed in 49 plants as follows: Maryland, 1; North Carolina, 1; South Carolina, 5; Georgia, 1; Florida, 4; Alabama, 3; Mississippi, 12; Louisiana, 12; Washington, 9; and Oregon, 1. The pack of oyster soup amounted to 32,961 standard cases, 494,415 pounds, valued at \$182,518.

"Noreen," owned by Capt. Mike Smith of New Bedford, Mass., and the Flag Fish Co. of New York. She is 95 x 20 x 10 and is powered with a 230 hp. Cooper-Bessemer Diesel and equipped with Hyde propeller, Hathaway winch, fish hoist and stern bearing, Shipmate range, Ritchie compass, Exide batteries and Columbian rope.



Maine Lobsters Not To Be Confused With Frozen Crawfish

SEAFOOD dealers who are arrested on the charge of misrepresenting frozen sea crawfish as fresh lobster meat will no longer be able to fall back on a plea of ignorance in the future, as a result of a meeting of leading seafood wholesalers which was called by Director Alex Pisciotta of the Bureau of Weights & Measures, New York City Department of Markets.

A definite program of education of New York retailers backed by punitive action was agreed upon between the city officials and the seafood wholesalers at the suggestion of Director Pisciotta. The seafood wholesalers have been requested to attach stickers on bills and in circulars going to the retail trade as a warning against offering for sale frozen sea crawfish as fresh lobster meat, or to advertise or feature it as such. In the opinion of the meeting, this would entail the proper labeling of "frozen rock lobster," "frozen spiny lobster," "frozen South African lobster tails," and other sea crawfish as such, instead of the practice on the part of some retailers to offer these frozen crawfish products for sale as genuine fresh lobster meat. This step, Director Pisciotta points out, is only in line with the intent of the Bureau of Weights and Measures to stamp out

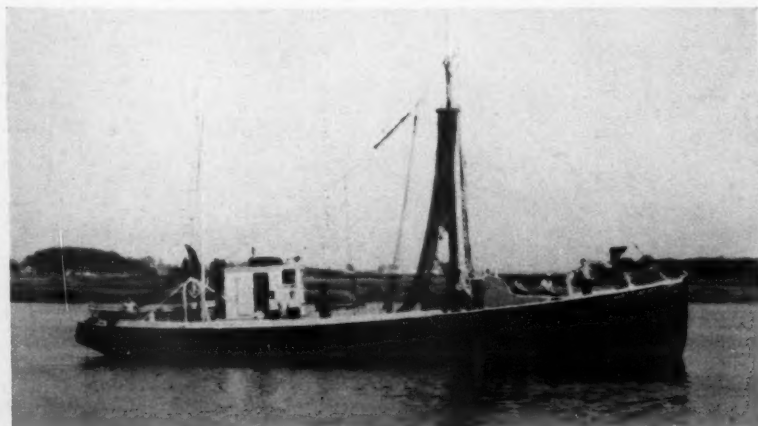
misleading and unlawful selling and advertising in New York City and is to be backed up by rules of the New York Health Department, which provide that all "frozen" products must be so labeled, and may not be sold as "fresh."

Tuna Sport Fishermen Worried

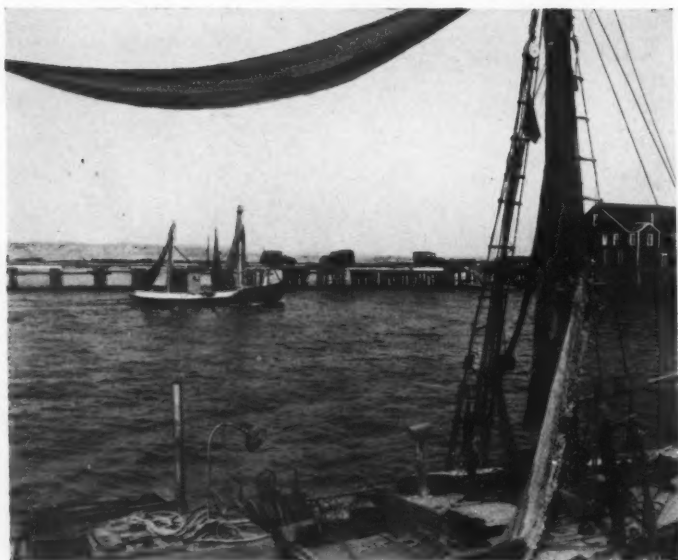
A decision to conduct a determined campaign for the conservation of Maine coast tuna fish featured the annual meeting of the Maine Tuna Club held at the home of Henry Strater, in Ogunquit, August 25. Worried that "threatened widespread seining" of the fish for commercial purposes would soon exhaust the supply the club indicated that it would seek legislative action "to prevent such an eventuality." A law to prohibit the taking of tuna except by hook and line or harpoon within the territorial waters of the State was proposed.

Clam Law Enforced

Reports that definite results in production are being shown by rigid enforcement of the 2 inch clam law are being received from all sections of the coast, according to Sea and Shore Fisheries Commissioner Arthur R. Greenleaf. In several places wardens report that two and three times as many clams are in the flats and that diggers and dealers alike favor the enforcement activities. An especially rapid gain has been noticed on the flats of the Sheepscot and Medomak rivers. Although made a law several years ago, it was not enforced to any extent until 1936. The measure provides that all clams under two inches in size at the longest diameter must be returned to the flats. Digging cultivates the flats and when returned the small ones rapidly grow to maturity, according to statistics.



The "Mary J. Landry," owned by Mrs. Mary J. Landry of Wildwood, N. J. This schooner measures 78 ft. x 16½ ft. x 8½ ft., and is equipped with a 4 cylinder, 140 hp., 9¼ x 14, 4 cycle Wolverine Diesel engine.



Picture taken from Sklaroff's Wharf in Provincetown, showing the Town Pier known as Railroad Wharf, and shipping shed of Vita Fisheries, Inc. The boat in the background is "Evangeline D.," owned and skippered by Capt. Manuel Thomas, and powered with an 80 hp. Caterpillar Diesel engine. She is 46 ft. in length. In the foreground is the "Atlanta," Capt. Louis Santos owner and skipper. These boats use Columbian and Plymouth ropes, and Linen Thread nets.

Provincetown Gets Prediction of Revival of Prosperity

THE leading optimist on the Provincetown waterfront is the veteran fisheries man, Manager William Sklaroff, of Sklaroff's Wharf. This expert, well posted on fishing conditions on both the Atlantic and Pacific coasts (his company operates a big Alaskan salmon plant), sees a bright future ahead for the Provincetown fisheries.

"Despite the fact that Provincetown fishermen have had their full share of depression troubles, there will be a gradual revival of prosperity in the fisheries here," says Mr. Sklaroff. "There is a great area for the Provincetown fishermen to operate in. Fish may be scarce one or two years, and they may also be very plentiful. There are still plenty of fish in the sea and no one can definitely predict when they're going to come around here or stay away. But, my guess is, we'll do much better this Fall and Winter.

"Last Winter's fishing was the best in years. This Summer the flounder boats are prospering. I've never seen flounders so large as the ones being caught now. This is probably the result of the law forbidding dragging in the harbor from April to November."

Lucky Days for Draggers

These are lucky days for the Provincetown dragger fleet. Other branches of the fisheries are in the doldrums, but are hopefully awaiting a turn for the better in September, when the Fall mackerel and herring runs customarily show up in lower Cape waters. The draggers, having struck a pocket of fish off Chatham, are daily bringing in 5,000 to 7,000 pounds of flounders, besides a few hundred pounds of groundfish. About thirty boats are operating, ten of them engaged in whiting fishing. One Provincetown shipper has been sending out 200 to 300 boxes of groundfish and flounders a day the past month.

Capt. Henry Parsons' *Arthur and Matthew* is the high liner, landing 10,000 to 15,000 daily at New Bedford, and Maline Macara's *Victory* tops the fleet landing here with hauls of 3,000 to 4,000 each day.

Atlas Diesel Installed

Jessie Dutra, a 55-foot dragger owned and operated by Capt. Joe Frade, has just been equipped with a 60 hp. Atlas Diesel engine at New Bedford.

Gloucester Fish Pier Ready To Be Turned Over to City

ACCORDING to a report from Richard Dwan, construction superintendent at the new Gloucester Fish Pier, it was indicated that the Pier would be completed on September 15 and that October 1 had been set as the date on which the Pier would be turned over to the city. The council is then to name the day for the dedication celebration.

It is said that the negotiations already taken place between the city fathers and fishing interests, bid fair for a satisfactory arrangement, and proper promotion of the Pier.

Preparing "Thebaud" for Races

Work was started on September 6 stripping down the schooner *Gertrude L. Thebaud* at the Atlantic Supply Co. wharf to get her ready for the International Fishermen's Races next month.

Capt. Ben Pine, the racing skipper, was in charge, having a crew of men busy removing every line aboard. The engine was to be taken out in about a week.

Among the workers were Capt. Colin Powers, who has just completed his swordfishing season and the first to sign as one of the crew for the races. Capt. Powers has been a crew member in every race on the *Thebaud* and before that served on the race crews of the *Columbia* and *Elizabeth Howard*.

The Race Committee, of which Frank S. Davis, Manager of the Maritime Association of Boston, is chairman, came on a special cruise on September 9 on the *S.S. Steel Pier*, from Boston to Gloucester and return. The purpose of the cruise was to stimulate further interest in the forthcoming fishermen's races, beginning October 9. Three of the races are scheduled to be held off Boston and two off Gloucester on October 11 and 15.

Capt. Angus Walters of the *Bluenose* was on hand for this cruise, and reception in Boston and Gloucester.

"Chanco" Dragging Out of Gloucester

Capt. Rollins and crew of the schooner *Chanco* from Virginia on his first trip dragging out of Gloucester, secured 110,000 pounds of redfish, landing them at the Slade-Gorton wharf on August 25, and on August 31 he landed another trip of 100,000 pounds.

Wolverine for "Charles Berry, Sr."

The *Charles Berry, Sr.* has had installed at Dorchester a 100 hp. Wolverine Diesel engine.

Boston Ready For National Fisheries Convention

ONE of the unusual and interesting features of the National Convention and Exposition of the Fishing Industry, to be held at the Hotel Statler, Boston, October 6 to 9, will be the display of hors d'oeuvres and canapes. The United States Bureau of Fisheries in Washington is co-operating with the New England Fishing Industry, sponsors of the convention, and will take charge of this display which will be the largest and most complete of its kind ever shown.

The New England Fishing Industry Committee is planning to make this Convention one of the most outstanding events of the Fishing Industry. Apart from the special educational programs, sightseeing and shopping tours will be enjoyed by the ladies.

All organizations wishing to reserve booth and program book space, should do so immediately, as there are only a limited number available and choice locations are rapidly being taken.

William T. Frary, 53 Devonshire Street, Boston, Massachusetts, is the manager of the Convention and Exposition.

This Convention and Exposition, being held during National Fish and Shellfish Week, October 2 to 9, presents an ideal opportunity for promoting the industry.

The U. S. Bureau of Fisheries is sending out three releases per week to all news agencies, plus 500 daily newspapers, including fish recipes and menus especially prepared for women's pages. The National Committee is releasing similar material to a country-wide list of daily and weekly newspapers.

Radio stations will feature fish talks on cooking school programs, covering the health angle, appetite appeal and economy of fish. The committee is supplying them with recipe booklets to send to listeners.

Newspaper advertising mats or electros will be supplied free to dealers, with complete ads to run over their signature, also window posters and National Fish Festival announcement bulletins for retailers, hotels, restaurants and institutional buyers, as well as menu stickers and Convention stamps for use on outgoing mail.

Advertising material may be obtained without cost from the National Fisheries Committee, Administration Bldg., Fish Pier, Boston.

"Roma" to Have Wolverine

The *Roma* is having a 100 hp. Wolverine Diesel engine installed at the Carmelo Tringali & Sons shipyard at East Boston.

Boston Fish Pier Landings for August

(Hailing fares. Figure after name indicates number of trips)			
<i>Adventure</i> (3)	244,000	<i>Kittiwake</i> (4)	553,000
<i>Alice Hathaway</i> (2)	87,400	<i>Lark</i> (5)	493,000
<i>American</i> (5)	343,500	<i>Maine</i> (4)	487,300
<i>Amberst</i> (3)	437,000	<i>Maris Stella</i> (3)	283,000
<i>Andover</i> (3)	189,000	<i>Marjorie Parker</i> (4)	166,000
<i>Annapolis</i> (2)	312,000	<i>Mary E. O'Hara</i> (5)	354,000
<i>Arlington</i> (3)	365,600	<i>Neptune</i> (3)	355,000
<i>Atlantic</i> (4)	293,500	<i>Newton</i> (2)	189,000
<i>Bettina</i> (4)	248,000	<i>Plymouth</i> (4)	460,000
<i>Bittern</i> (2)	206,000	<i>Pollyanna</i> (4)	264,500
<i>Boston</i> (3)	277,000	<i>Quincy</i> (2)	187,000
<i>Boston College</i> (3)	364,000	<i>R. Eugene Ashley</i> (1)	55,000
<i>Brookline</i> (2)	216,000	<i>Rainbow</i> (3)	135,500
<i>Cambridge</i> (4)	610,000	<i>Rhodora</i> (2)	125,000
<i>Comber</i> (2)	313,000	<i>Ripple</i> (3)	449,000
<i>Cormorant</i> (3)	396,000	<i>Rita B.</i> (3)	160,000
<i>Cornell</i> (4)	535,500	<i>Shamrock</i> (5)	386,000
<i>Dartmouth</i> (5)	660,000	<i>Shawmut</i> (3)	219,000
<i>Dawn</i> (1)	69,000	<i>Spray</i> (3)	390,000
<i>Delaware</i> (4)	629,000	<i>Storm</i> (5)	627,000
<i>Dorchester</i> (2)	243,000	<i>Surf</i> (4)	552,000
<i>Ebb</i> (2)	298,000	<i>Swell</i> (3)	517,000
<i>Edith C. Rose</i> (2)	127,000	<i>Thomas Whalen</i> (4)	559,000
<i>Eleanor</i> (2)	60,000	<i>Tide</i> (4)	596,000
<i>Elk</i> (4)	211,000	<i>Trimount</i> (4)	393,000
<i>Elvira Gaspar</i> (1)	77,000	<i>Triton</i> (4)	504,000
<i>Fabia</i> (3)	340,000	<i>Vandal</i> (1)	66,000
<i>Flow</i> (3)	495,000	<i>Venture II</i> (3)	215,000
<i>Geraldine & Phyllis</i> (3)	277,000	<i>Villanova</i> (5)	559,000
<i>Gertrude de Costa</i> (2)	148,000	<i>West Point</i> (2)	294,000
<i>Gertrude Parker</i> (4)	287,500	<i>Whaling City</i> (1)	72,000
<i>Gossoon</i> (5)	384,000	<i>Whitecap</i> (5)	689,000
<i>Helen M.</i> (4)	243,000	<i>Wm. J. O'Brien</i> (2)	234,000
<i>Holy Cross</i> (1)	80,000	<i>Wm. L. Putnam</i> (2)	166,000
<i>Illinois</i> (3)	385,000	<i>Winchester</i> (2)	329,000
<i>Isabelle Parker</i> (2)	81,000	<i>Winthrop</i> (2)	286,000
<i>Jeanne d'Arc</i> (3)	423,000	<i>Yale</i> (3)	463,000
<i>Joffre</i> (2)	63,500	<i>Yankee</i> (1)	88,000
<i>Julia Eleanor</i> (1)	74,000		

Picture taken in Gloucester of the stern of the "Western Explorer," showing the power driven roller over which the seine is let down into the water and hauled back when the school is caught. Examining the roller are, left to right: Capt. Frank Rose, Capt. Joe Mitchell, Tom Cordeau, Capt. Hervey Petrich and Martin Petrich, Jr. This Pacific Coast type of purse seiner, skippered by Capt. Bernard N. Nelson, was built by the Western Boat Building Co. of Tacoma, Wash., and is powered with a 6 cylinder, 200 hp. Atlas Imperial Diesel engine.



Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Dry Cell

*"Eveready": National Carbon Co., Inc., 30 E. 42nd St., New York, N. Y.

Storage

Bowers Battery Mfg. Co., Inc., Reading, Pa.
Edison Storage Battery Co., West Orange, N. J.
*"Exide": Electric Storage Battery Co., Philadelphia, Pa.
Willard Storage Battery Co., Cleveland, Ohio.

BOAT EQUIPMENT & SUPPLIES

The E. J. Willis Co., 91 Chambers St., New York, N. Y.

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.
Crown Can Co., Philadelphia, Pa.
National Can Corporation, 110 E. 42nd St., New York, N. Y.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.
Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
*Columbian Rope Co., Auburn, N. Y.
*New Bedford Cordage Co., 233 Broadway, New York, N. Y.
*Plymouth Cordage Co., North Plymouth, Mass.
*Wall Rope Works, 48 South St., New York.
Whitlock Cordage Co., 46 South St., New York, N. Y.

CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bolinders Co., 33 Rector St., New York, N. Y.
F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.
Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 73 Kneeland St., Boston, Mass.
Electro Dynamic Works, Bayonne, N. J.
General Electric Co., Schenectady, N. Y.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.
*Bolinders Co., 33 Rector St., New York, N. Y.
The Buda Co., Harvey, Ill.
*Cooper-Bessemer Corp., Mount Vernon, O.
Cummins Engine Co., Columbus, Ind.
Electric Boat Co., Groton, Conn.
*Fairbanks, Morse & Co., Chicago, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

F. Van Rossen Hoogendyk, 247 Park Ave., New York, N. Y.

*The National Supply Co., Superior Diesels, Springfield, Ohio, Philadelphia, Pa.

*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts

Lehman Engineering Co., 972 Broad St., Newark, N. J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Osco Motors Corp., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

The Buda Co., Harvey, Ill.
Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.
Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FISHING GEAR

The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FLOAT DOPE

Wisconsin Paint Mfg. Co., Inc., 3710 North Richards St., Milwaukee, Wis.

FLOATS, Gill Net

Chequamegon Cedar Float Co., Washburn, Wis.

HOOBS, Fish

*"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

*"Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J.

*"Creasey": Gifford-Wood Co., Hudson, N. Y.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

East Coast Fish Net Preservative Co., Box 835, New Orleans, La.

*"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

*"Essomarine": Penola, Inc., 26 Broadway, New York, N. Y.

Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

OILED AND RUBBER CLOTHING

*D. O. Frost Corp., Gloucester, Mass.
Hodgman Rubber Co., Framingham, Mass.
M. L. Snyder & Son, 1812-72 E. Boston Ave., Philadelphia, Pa.

PAINTS

*Pettit Paint Co., Belleville, N. J.
Edw. Smith & Co., Long Island City, N. Y.
Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.
*Hyde Windlass Co., Bath, Me.
Michigan Wheel Corp., Grand Rapids, Mich.

RADIO DIRECTION FINDERS

General Communication Co., 677 Beacon St., Boston, Mass.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

RANGES

*"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE & REDUCTION GEARS

Snow & Petrelli Mfg. Co., 25 Fox St., New Haven, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

SHIPBUILDERS, BOATYARDS

Bethlehem Shipbuilding Corp., Bethlehem, Pa.
The Charleston Shipbuilding & Drydock Co., Charleston, S. C.
The Ingalls Iron Works Co., Birmingham, Ala.
Portland Yacht Service, So. Portland, Me.

SHIP CHANDLERS

Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

Chapman Products, 166 Thames St., Newport, R. I.

*Hathaway Machinery Co., New Bedford, Mass.

TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.

TRAWLING EQUIPMENT

New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.

THE POWER BEHIND FISHING PROFITS



No business men are better judges of engines than the men of the fishing fleet. On their judgment depend profits and lives and the welfare of families ashore. Consequently, the engines the fleets use are the best that money can buy—and all are proven by performance at sea.

And where you find fine engines among fishermen, you also find Essomarine. Successful skippers know their engines develop full power when fueled and lubricated at the Essomarine sign. They know Essomarine gives speed and dependable performance in all kinds of weather. They know they can rely on products of the world-leader in petroleum to bring home the profits.

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada). Direct inquiries to Essomarine, 26 Broadway, New York City

I'll get her home **SAFELY,**



It is a mighty comfortable feeling to know that the propeller under your stern is a tough Hyde Wheel.

The remarkable ability of Hyde bronze to withstand impact without shattering, is a safety feature. Hardly a boat goes through an entire season without "hitting" some time or other. Even with a badly damaged wheel you can get the boat home safely. Most of the shock is taken up by the wheel and not transmitted to shaft, struts or stuffing box.

The toughness of Hyde Wheels is further demonstrated by the way they hold their pitch, irrespective of the severity of service. Play safe . . . order a Hyde . . . it costs no more.

HYDE WINDLASS COMPANY, Bath, Maine
Member of Marine Propeller Manufacturers Ass'n.

HYDE PROPELLERS

Send for this free booklet "Propeller Efficiency." It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

Dealers everywhere carry ample stocks

New Mark Buoy Light

THE new "Seadog" Mark Buoy Light, invented by Harry M. Langsford, Gloucester, is reported to be meeting with good success on numerous vessels of various types.

The new unit is said to be a pronounced improvement over the former methods of lighting, which consisted of oil lamps or battery lights with exposed socket and bulb.

The "Seadog" light is constructed from a metal tubular shell, similar to that of an ordinary flashlight, on the top end of which is screwed an unbreakable glass globe covering the bulbs. The glass lens is magnified 100% around the sides and 250% on the top, and is about $\frac{3}{8}$ " thick.

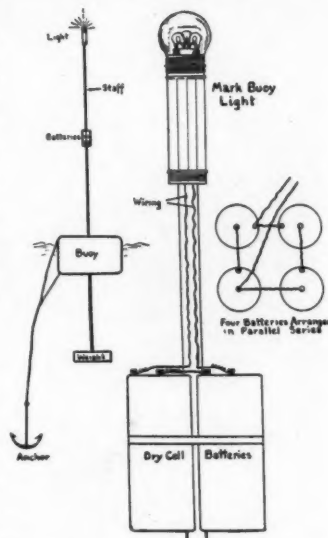


Diagram of Harry M. Langsford's mark buoy light.

The mark buoy lights are water tight and wind proof, and may be either lashed or fitted on the buoy staff which is about 10 feet long.

The light can be fitted with one, two, or three lamps which are regular 3.8 volt flashlight bulbs. It has been found that the 3 lamp set is most practical, since one or two of the bulbs can be unscrewed when not needed.

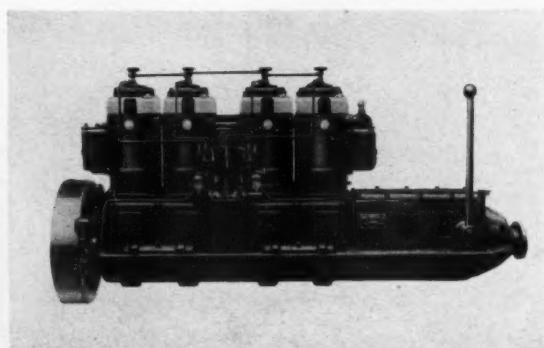
Current for the lamps is provided by $1\frac{1}{2}$ volt No. 6 dry cell batteries, which are usually lashed to the staff halfway between the light and the water, and connected to the light with waterproof wires.

A single lamp unit operating on two batteries will give service for at least 48 hours. Two lamps, using two batteries, operate continuously for 26 hours; when using four batteries, they will run for 40-50 hours. Three lamps, connected to four batteries, will operate steadily for 32 to 40 hours.

When four batteries are used they must be arranged in parallel series to avoid burning out the lamps. In this case two of the batteries act as a reserve supply and the current used by the first two is constantly replaced by the others.

In the event that one or two lamps burn out, the remaining ones will still operate. Three lamps provide a light visible for 9 miles on a dark, clear night.

For experimental purposes, the National Carbon Co. furnished Mr. Langsford with Eveready dry cell batteries.



Bolinders 4-cyl., 100 hp., type W7 Diesel



Dragger "Mayflower", owned by Capt. S. Ferrigno, Cambridge, Mass., 71.6 x 13.4 x 6.9, equipped with a 100 hp. 4-cylinder, 4 cycle, 8½ x 12½ Wolverine Diesel.



"Beatrice S.", 60.6 x 16.7 x 7.8, owned by Capt. Lawrence Segura, Provincetown, Mass., and powered with a 100 hp. 4 cylinder, 4 cycle, 8½ x 12½, Wolverine Diesel.

Many fishing vessel captains in Massachusetts, and all along the coast, choose Wolverines because they are designed for fishing service.

Wolverine Diesels are sturdy, simple, reliable, economical and long-lived.

Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS, Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

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These companies are in the market for fish and shellfish.

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R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

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J. A. Klafin, 209 N. Union Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Chesebro Bros. & Robbins, 4 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
International Fish Co., Inc., 111 Fulton Fish Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkisson, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

Millers Snapper Yard, 1520 E. Montgomery Ave. (Live Snapping Turtles).
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

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... is the answer to higher quality products and quicker payment for goods produced anywhere in the United States.

... Chesebro Brothers & Robbins offer you the services of a highly trained marketing and merchandising organization which handles over 20 tons of fish during every hour of the market day. This is the largest Single Outlet for Fish in America—through which you can reach all markets more quickly and profitably.

... Dealers will find contacts with Chesebro Brothers and Robbins pleasant and profitable. For over 50 years we have specialized in quality, numbers of varieties, marketing and methods of handling. In fact, here you will find the best in fish and seafoods . . . as well as a desire to be of real service to you. Prompt and courteous service is accorded to all inquiries—Write or Wire us today.

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4 Fulton Market

New York City

From BRIDGE to BUNKERS..

*dependable, portable light means
safety in routine jobs or in emergencies*



ON DECK, the new "Eveready" Water-Proof Flashlight is the very thing sailors have been waiting for. Tough, shock-proof, this new light is completely encased, switch-and-all, in a soft rubber sleeve. Lenses are *plastic*, instead of glass, and therefore unbreakable. Reflectors are chrome-plated. Range 500 feet with two-cell model, 700 feet with three-cell model.

DOWN BELOW, it's mighty comforting to have these new "Eveready" Approved Safety Flashlights. These new focussing spot lights bear the approval labels of *both* the U. S. Bureau of Mines and the Underwriters' Laboratories, are *safe* in explosive gaseous atmospheres as indicated on the label.

High quality semi-hard rubber cases, internally reinforced with brass, heavy duty hand-replaceable switches, *plastic* unbreakable lenses, non-rolling octagonal heads and ring hanger provide a light that is proof against impact and dropping; against water, oils, greases, gasoline, alcohol, salt, acids and hot wires.

Explosion protection is provided by the special spring-loaded lamp socket and guard wire. Should the lamp break, the spring ejects the lamp base instantly, breaking the circuit and contact with the guard wire at the same instant chills the hot filament. Better stock up on these new Safety lights now...you'll be glad you did next time you have a fuel line to repair, or tanks to inspect.



EVEREADY

TRADE-MARK

BATTERIES

ARE FRESH BATTERIES

←The DATE-LINE Guarantees FRESHNESS

NATIONAL CARBON CO., INC.

30 E. 42nd St., New York, N. Y.

Unit of Union Carbide **UCC** and Carbon Corporation

The word "Eveready" is the trade-mark of
National Carbon Company, Inc.

North Carolina Has Large Area Suitable for Oyster Cultivation

OCRACOKE is a North Carolina island just South of Hatteras, 35 miles across Pamlico Sound. Its habitable section is about three miles long and three-quarters mile wide. One of the first "New World" spots known to Englishmen, De Bry's map, dated 1587, marks the place "Croatoan." That word was also found carved on a tree at Fort Raleigh to indicate the destination of John White's first English settlers in the New World when they were forced to abandon their abode on Roanoke Island. Here, also, was the lair of that infamous early eighteenth century pirate, Blackbeard, whose real name was Edward Teach.

For the last half century the bounty of the sea, yielded up by hard-wroking men, has been the only sustaining trade—aided by the visits of sportsmen, hunting wild duck and fishing for dolphin, tarpon, drum and shark.

These islanders, noted for their kindly spirit, independence and self-reliance, took not at all to accepting a dole. Conditions forced many of them—unwillingly, stubbornly—upon the relief rolls. With them went those who depended upon trading with them. Welcome was the opportunity offered by WPA to work for their living at a trade they knew—oyster planting.

Seventy-two men, residents of their native Hyde County, have gathered and planted over 1,600,000 bushels of seed oysters in the public waters of Pamlico Sound, replenishing them in commercial quantities.

For over forty years prior to 1925, the oyster business helped support hundreds of persons, not only in Ocracoke, Hyde County, but also in Dare, Cartaret, Onslow, Pamlico, Brunswick and New Hanover counties.

Due to many causes, chiefly improper harvesting and marketing, lack of proper laws and the enforcement thereof for the protection of oyster beds, lack of careful planting, cultivation and protection of beds from the natural enemies of the oyster, such as the marine snail, starfish and silt, the oyster industry as a means of support for hundreds engaged in that trade rapidly became negligible.

About four years ago, the Federal government sent an oyster-culturist into North Carolina, where he caused to be planted several hundred bushels of oysters in the sounds. Returning about three years later, he found three bushels of oysters to each bushel planted the three years previous. This scientific investigation by the Federal government proved that the native "coon" oyster could be grown and increased in size and production in these waters.

Along the North Carolina coast the tides rise and fall every 12 hours, from 4½ to 5 feet in fair weather. At low tide some of the rocks and high spots in the sound waters are exposed, leaving innumerable seed oysters to the mercy of the heat in summer and the cold in winter. Many of them die from lack of nourishment and those who survive never develop as large in size as those of the oysters which grow in the deeper sound waters. Consequently there is a great waste that could be eliminated.

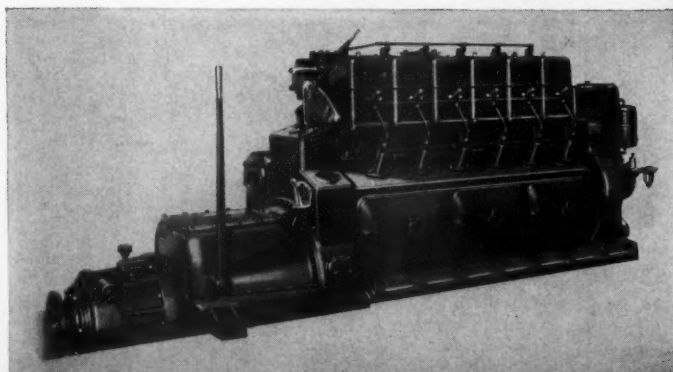
This is one of the fundamental policies of the North Carolina WPA oyster planting projects, to take tiny oysters from the rocks which are not covered at low tide, transplanting them in deeper waters, on hard bottoms. The supervisor takes soundings to determine what bottoms are suitable. The location of many of the beds has been determined by Capt. John A. Nelson of the Board of Conservation and Development. Invariably tests were made of the bottoms to determine whether or not the grounds were proper before the oysters were planted.

Projects have been completed in North Carolina which have demonstrated the practical benefits of transplanting the "coon" oysters to deeper waters, and so procuring the growth of larger oysters, better oysters, and more oysters.

A comparatively recent report of the U. S. Bureau of Fish-

F-M DIESEL CASE HISTORIES

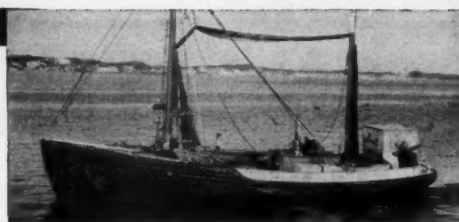
THEY GIVE 'EM THE GUN on the Fishing Banks



FAIRBANKS MORSE
Diesels

DIESEL ENGINES
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ELECTRICAL MACHINERY
FAIRBANKS SCALES
RAILROAD EQUIPMENT
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FARM EQUIPMENT
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AIR CONDITIONERS



● The *Atlanta*, the *Frances & Marion*, and the *Mermaid* are operated out of Provincetown, Mass. All are propelled by Fairbanks-Morse Model 36 Marine Diesels. Propelling the boats to and from the fishing banks at top speed is the easiest job these Diesels do. At the fishing banks the boats tow nets, day after day, with the throttle wide open. That takes stamina!

Diesel power is more economical too. The Model 36 F-M Diesel in the *Atlanta*, for example, will pay for itself at present rate of saving in a little more than two years. This Diesel replaced gasoline engines.

Investigate the lower operating cost, wider cruising range, reduced fire hazard, and greater dependability of F-M Marine Diesels. Write Department 6, Fairbanks, Morse & Co. General Offices: Chicago. Branches with service stations in principal ports.

7389-0A27, 588

eries revealed the following as the annual yield, in bushels, for the leading oyster producing states:

Virginia, 4,356,416; Maryland, 4,252,860; New Jersey, 3,706,956; Mississippi, 1,696,422; Connecticut, 1,145,756; New York, 1,080,585; Louisiana, 1,022,109; South Carolina, 718,906; North Carolina, 559,628.

Over eight million bushels of seed oysters and shells have already been planted. The cost of the oyster planting projects of the North Carolina WPA has been \$322,050.00, which is less than four cents per bushel, giving work to an average of 394 men.

All WPA oyster beds will be kept closed for at least three years before being opened to the public. The Department of Conservation and Development is sponsoring laws to be presented to the forthcoming General Assembly to preserve and protect WPA oyster beds.

Young Terrapin Distributed

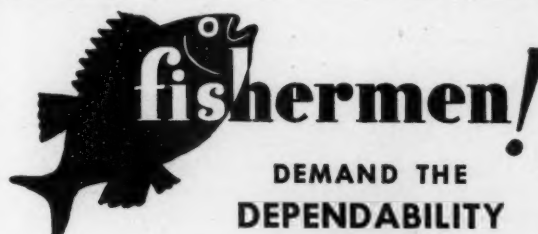
Approximately 5,000 young terrapin have been distributed along the shores of North Carolina sounds and creeks this summer. They were part of the 1937 hatch of 10,570 terrapin at the U. S. Fisheries Biological Laboratory at Beaufort, which maintains the largest terrapin hatchery in the world. Dr. H. F. Prytherch is director of the laboratory.

In addition to the 5,000 terrapin released this summer in North Carolina, 1,500 were sent to Virginia, 2,500 to South Carolina and 1,500 to Florida. Some smaller shipments were sent to Porto Rico and even to the island of Guam in the Pacific.

Mud Crabs Disease Oysters

By putting common mud crabs and sick oysters under a microscope, Dr. Herbert F. Prytherch has solved the mystery of an oyster disease that has cost southeastern oystermen an estimated \$1,000,000 since 1930.

Dr. Prytherch found the crabs were carrying a microscopic parasite from sick to healthy oysters and causing havoc. He recommends that the oyster beds all be dredged free of the crabs before they are planted with seed or adult oysters.



**DEMAND THE
DEPENDABILITY
OF YOUR PAINT
THAT YOU DO OF THE
REST OF YOUR GEAR!**

Pettit Marine Paints are made for fishermen who expect paint to do full-time duty under severest conditions. There is a full measure of practical experience in every can.

That's why sound advice says;

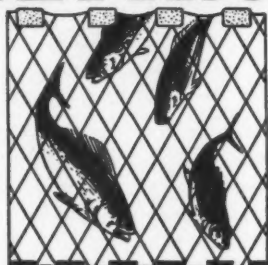
PAINT PETTIT and see what Service means

PETTIT PAINT COMPANY, INC.
507-519 Main St. Belleville, N. J.

*"We have covered the
waterfront since 1861"*



TANGLEFIN NETTING



catches more fish

**LINEN AND COTTON GILL NETTING
SEINE-POUND AND TRAP NETTING**

**Manufactured by
LUDLOW MANUFACTURING & SALES CO.**

National Net & Twine Division

**211 Congress Street
Boston, Mass.**



Don't trust to luck when it comes to your galley range. At this time of year particularly you need a range that you can depend upon under the severest conditions to fill your cooking requirements and to provide heat below decks.

SHIPMATE is the range which time has proven. Since 1881 it has been recognized as the fisherman's range. Don't try an unproved galley range when you can buy a time-tested SHIPMATE for about the same amount.

SHIPMATES are made only by
THE STAMFORD FOUNDRY COMPANY
Established 1830 Stamford, Conn.

Lunenburg Prepares For Fisheries Exhibition

By H. R. Arenburg

PREPARATIONS for the Nova Scotia Fisheries Exhibition which will be held at Lunenburg during the second week in September were going forward speedily and it was expected that Lunenburg would put up the best fish show this season that has ever been held in the town. The exhibits of fish and fish products were expected to be larger and more varied than in previous years and efforts were made to make this more and more a real fishermen's exhibition, wherein all classes of fishermen have an opportunity of exhibiting the excellence of the class of product produced by them. The exhibition was scheduled to run for five days instead of the usual four, and will conclude with the Fishermen's Memorial Service.

Fishing Activities

During the past month shore fishing activities have been confined chiefly to the catching of herring. About 450 barrels have been salted and 125,000 pounds sold fresh. Quite a number of the shore fishermen landed their fishing gear as the local cold storage company, the Lunenburg Sea Products, Ltd., had their storage at Lunenburg filled with bait so that the fish were not salable fresh and the price for salt herring was so low and the cost of salt so high that it was not profitable to catch the fish and salt them.

Very few mackerel were taken during the month, only about 10,000 pounds, but there were good signs all along the coast. Boats engaged in offshore fishing for cod and haddock did not fare very well due to the scarcity of the fish. Following the herring into the coastal waters were large schools of tuna and a great many of these were taken by the shore fishermen, most of them in traps at Mill Cove and Fox Point. About 175 of these huge fish were taken in the traps and about 24 were harpooned.

"Bluenose" at Exhibitions

Accompanied by the tooting of horns and whistles, the champion racing fishing schooner *Bluenose* set sail for Halifax, where she is remaining during the period of the Provincial Exhibition. The *Bluenose* has been thoroughly overhauled during the past few weeks, her rigging has been renewed and new sails have been made to equip her for the International contest which will take place off Gloucester and Boston in October.

The *Bluenose* will return to Lunenburg when her engagement at Halifax is completed and will remain in port during the week of the Nova Scotia Fisheries Exhibition. At this time she will be open to the inspection of all visitors. The *Bluenose* will remain in port for the Fishermen's Memorial Service and will then sail immediately for Gloucester.

Memorial Service

The Town Council of Lunenburg have decided to hold the Fishermen's Memorial Service on Sunday, September 18, this year. This will be the Sunday immediately following the week of the Nova Scotia Fisheries Exhibition. It was felt that a great many people who came to Lunenburg for the exhibition would like to remain over for this service, which is one of the outstanding annual events in the community.

On Experimental Trip

Schooner *Harry W. Adams*, Capt. Arnold Parks, arrived in port and landed 900 quintals of salt fish. She landed 2,000 pounds of fresh fish at Sydney en route to Lunenburg. This schooner was on an experimental trip to Greenland, fishing for halibut. The experiment was not very fruitful and considerable gear was lost due to the strong currents in the waters around Greenland.

Fishing Fleets Busy

Most of the salt fishing fleet are still operating on the Grand Banks off Newfoundland and the fresh fishing fleet have been operating off the coast of Nova Scotia during the month and have been doing combination fresh and salt fishing.

New Brunswick Fisheries Discussed at Sea Fisheries Conference

By C. A. Dixon

A THOROUGH discussion of problems having to do with the fishing industry of New Brunswick took place at a sea fisheries conference held at St. Andrews, August 23, when the Federal Government representative Hon. J. E. Michaud, Minister of Fisheries in the MacKenzie King cabinet presided jointly with Hon. A. A. Dysart, Premier of New Brunswick. The agenda prepared for the conference as well as one for a two-day's conference held at Newcastle later in the week, was most comprehensive. The object of the meetings was to bring up for discussion all problems confronting the fishermen and others interested.

Fishermen's representatives from every important fishing section of the coasts as well as representatives from various boards of trade in the province, and fisheries organizations, and each branch of the commercial industry attended the conferences.

The Federal Department of Fisheries was represented by Dr. W. A. Found, Deputy Minister, and several other officials, including J. F. Calder, supervisor for the Southern District of New Brunswick. D. H. Sutherland, Halifax, N. S., Chief Supervisor for the Maritime Provinces and the Magdalen Islands was chairman of the conference committee.

Speakers introduced the various subjects on the agenda, and those discussed at St. Andrews included such important subjects as sardines, herring, hook-and-line fisheries, clams, salmon and shad, gaspereau and various problems relating to all these from the standpoint of production, curing and marketing.

The co-operative marketing of smoked herring and problems incident thereto were discussed as well as trade agreements, transportation problems, improved quality of fishery products, and manufacturing by-products of the fisheries.

At Newcastle the agenda taken up there was designed to meet that particular region. Problems concerning the fishing population, primary production, processing and marketing of fishery products, conservation, co-operatives and trade restrictions, etc., were discussed. Among the specific problems discussed were those relating to cod, salmon, smelt, lobster, oyster and other fisheries of the Eastern and Northern part of the New Brunswick coastline.

Aids to marketing such as research, education, grading, inspection, etc., as well as co-operative marketing were deeply probed into by the conference. About ninety official delegates attended the Newcastle conference and about seventy at the one held at St. Andrews, according to official estimates. The conferences were open to the public. After the various discussions the delegates were invited to assist in recommending to the department at Ottawa methods by which real co-operation between the department and the fishing industry can be obtained.

New Additions to Fleet

Despite the slow season, however, several new powerboats have been added to the Charlotte County fishing fleet. Among those who have bought new boats recently from Nova Scotia parties, are Ed Thomas and Carl Frost, of Seal Cove, Grand Manan, N. B., and Sam Cury of Woodward's Cove on the same island. Grand Manan has a fine fishing fleet and additions are being made to it steadily from year to year.

August a Baffling Month

August proved itself to be a most baffling month for fishermen engaged in practically all branches of the industry in Southern New Brunswick. Sardines failed to appear in appreciable quantities during the month, although at the time of writing it would seem that the long-looked for school of small herring have arrived, as fish of "snapper" size are being caught at Campobello, Deer Island, and other points in the County of Charlotte.

It Gives Satisfaction

When you get right down to brass tacks, there isn't anything we can say about New Bedford Manila rope that means half as much as what our fishermen customers say about it. We can tell you how durable it is, how pliable even when wet, how uniform in quality, how economical — but fishermen who use it sum it up in the very simple phrase "It gives satisfaction." After all, that tells the story. And we are proud of the fact that New Bedford Manila rope has been giving that satisfaction for nearly 100 years.



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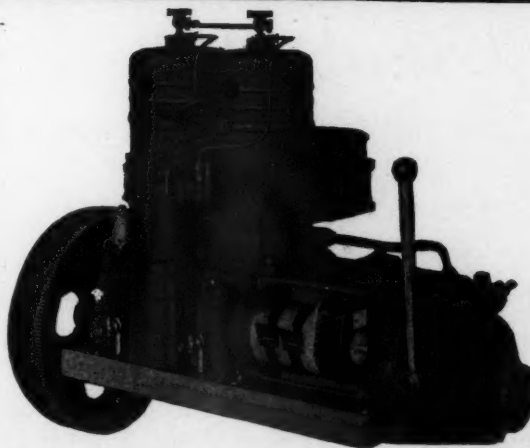
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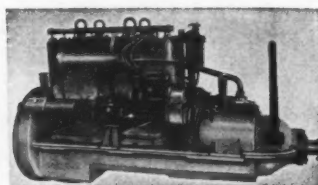
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2 to
150 H. P.

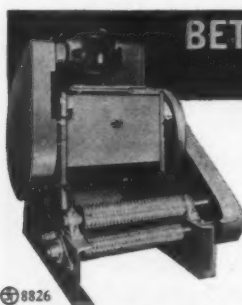
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GREENWITCH 4
4 cyl. 80 hp. at 1200 rpm.

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COST NO MORE**

Crack your ice with the new model Creasey Ice Breaker. Equipped with adjustable Mico Sizing Rolls, it enables you to regulate the maximum size flakes. The results are better icing, less slush, less waste. Save time and ice, keep your catch in better condition. Sizes from 50 tons per hour down to hand operated models. Write for the latest news.

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**SHIP BRAND
MANILA**



New Metco Metallizing Gun

THE Metallizing process is for the restoration of worn machine parts of all kinds, such as bearing surfaces, rolls, shafts, pump rods, press fits, repairing defects in castings, etc., with carbon steels, stainless steels, bronze, brass, monel metal, nickel and other metals. It is also used for the application of corrosion resistant coatings of zinc, aluminum, lead, tin and other metals, to all types of equipment ranging from nuts and bolts to steel bridges and water tanks.

In the fishing industry the equipment is used for applying corrosion resistant coatings to deck fittings, metal ice bunkers, and other steel work where corrosion is severe. Also used widely for Diesel and gasoline maintenance, and all types of worn bearing surfaces, press fits.

The metal wire is automatically fed into the gun at an adjustable speed, where it is melted by means of oxy-acetylene or oxy-hydrogen flame, atomized by compressed air and sprayed on any base material. The gun may be used as a hand tool for coating large structures with zinc, aluminum, lead or other metals, or as a lathe tool for building up worn shafts, rolls, plungers, etc., with steel, stainless steel, monel metal, bronze or any other metal obtainable in wire form.

The complete tool is extremely light, weighing only 3 3/4 lbs. The gear case is made of heat treated Dowmetal and is completely sealed. Simple two-piece case construction combined with removable drive gear and roll make the unit easy to clean and inspect. Precision ball bearings are used throughout. Bearing housings constructed of brass are mounted in the case. All parts effecting alignment are assembled with dowel pins or cylindrical fits. Alignment is not dependent on threaded sections. Worms are cut integral with their shafts and are ground after hardening. Wire nozzles are of bronze with a hardened, heat-proof lining which will not fuse or stick to the metal being sprayed. Gas head is made of a dense pressure tight bronze, and separated completely from the case assembly, eliminating any danger of inflammable gases collecting in the case. All parts are completely interchangeable, and may be assembled without adjustments.

For additional information, address Metallizing Engineering Co., Inc., 44 Whitehall St., New York, N. Y.

Lister Diesel in New England

THE Diesel Engine Sales & Engineering Corporation will conduct the New England distribution of the Lister Diesel engines from their offices and shops at 263-265 Northern Avenue, Boston.

Owing to the establishment of closer relationship with the factory, improved prices are said to be now available on these engines, a very large number of which have been installed in New England fishing craft and industries by the Wharf Machine & Electric Company, Inc., whose founder Edwin Seaberg is now associated in the new Corporation with Harold B. Hebbard who was trained as an engineer in the Lister factory and has held positions of responsibility in that organization for over twenty years.

The Diesel Engine Sales & Engineering Corporation will also distribute the "Lister-Blackstone" Diesels.

Caterpillar Executive Dies

C. PARKER Holt, Vice-President and Director of Caterpillar Tractor Co., and for nearly 40 years affiliated with it and one of its predecessors, the Holt Manufacturing Company, died the morning of August 24th at his home in Piedmont, California.

Born in San Francisco April 5th, 1880, Mr. Holt was the son of Charles H. Holt, who had shortly before come from New England to San Francisco to found there the hardwood lumber business from which the Holt tractor and harvester manufacturing activities were the outgrowth, and from which after the company had moved to Stockton, California, and Charles' brother, Benjamin Holt had joined the organization, was developed the "Caterpillar" track-type tractor.

American Can Speaking Service

THE American Can Company's Speaking Service was started several years ago as a result of requests from trade and consumer organizations interested in knowing the facts about canned foods; today the requests are coming in eight months faster than the Service can take care of them. It's surprising, too, how many of the inquiries come from groups of men.

Already over 30,000 men have gathered at their Rotary, Kiwanis or other service club luncheons to hear the story of canned foods as told by the Canco Speaking Service. They have made interested audiences, too, because the story touches not only on their own lives—the food they and their families eat—but on one of the most fascinating of today's industries.

Equally interested, but perhaps for more direct reasons, are the other groups to which Canco carries its message. Schools, colleges, women's clubs and grocery trade groups have been part of an audience which has passed the 120,000 mark since the speaking service was inaugurated in 1935.

Each group is addressed according to its own educational interests. Women's clubs and similar consumer organizations are told "The Story Behind the Label" and about "Miracles in Food," which deal with the nutritive and sanitary aspects of canned foods and are intended to dispel the few remaining unfounded prejudices against them.

Student groups of high school and college age listen attentively to stories of the romance of the great canning industry, or jot down notes on "Facts Every Buyer Should Know." None of the lectures are commercial in any way and they are approved by Boards of Education for school presentation. The Canco literature offered free at all lectures bears the approval of the Council on Foods of the American Medical Association.

The Speaking Service also reaches a great many trade groups—men who want to learn more about canned foods so that they can sell them more intelligently and, therefore, sell more of them. Before such groups, the lecturer emphasizes the point that salesmen should stress the quality and taste features of their merchandise, rather than price, and gives helpful and practical advice on the merchandising of canned foods.

American-Made Covic Diesels

COVIC Diesel engines will be manufactured in a complete range of models for main propulsion in all types of small pleasure and auxiliary craft, and heavy work boats. The line of Covic marine models will include both hand and electric starting types, and direct drive and reduction gear drive models. Reduction gear drives will be available in 2:1, 2½:1, and 3:1 ratios. All types fully meet Lloyds' specifications.

For auxiliary service in larger craft, Covic Diesels will be supplied as generator sets and compressor and generator sets of various capacities, and with extension shafts for the operation of auxiliary equipment. Standard Covic generator sets will be offered with full automatic control for ships' radio and light-house services.

As all these types and applications of Covic Diesel engines are found abroad in large numbers, there is only one new factor in the introduction of the Covic Diesel into American marine usage. That factor is simply that the Covic will be strictly American-made. The engines are being manufactured of American materials in an American plant, and all accessory equipment is made in this country.

John K. Northrop, Vice-President of the Northill Co., Inc., Los Angeles, which has acquired exclusive natural manufacturing and sales rights for the Covic engine, says:

"Placing of the Covic Diesel on the American marine market brings to boat owners of this country the smallest cold-starting, full Diesel engine of its type built anywhere. Its small size, low weight, and compact "pan-cake" design permit installation in extremely close quarters, and without special beds or heavy timbers. Rated at 15-18 horsepower, with a speed range of 500 to 3500 rpm., the Covic Diesel, when equipped with reduction gears, is especially suited for main drives in heavy work boats and fishing vessels."

Red Wing

40-55 H.P.
Bore 4½"
Stroke 6"

A rugged engine built to give perfect service for day after day operation. Features include large valves, 5-bearing crankshaft, perfectly balanced reciprocating parts. An ideal power plant for the husky fishing boat. The Red Wing Line—25 gasoline sizes, 4 to 125 H.P. Red Wing Waukesha Hesselman Fuel Oil, 35 to 300 H.P. Full Diesel Types. 75 to 140 H.P.

DISTRIBUTORS: Verrier, Eddy Co., 201 E. 12th St., New York City; W. H. Moreton Corp., 1043 Commonwealth Ave., Boston, Mass.; W. E. Gochenaur Mfg. Co., 437 Arch St., Philadelphia.

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ATLANTIC FISHERMAN, Goffstown, N. H.

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FALL BARGAINS

65 ft x 16 ft. x 7 ft. aux. fishing schooner with fishing gear,
all in good condition, now in commission, \$3,000. 45 ft. x 12
ft. x 5 ft. fish boat with drag hoist, working mast, doors and
gallows, Studebaker converted motor—in commission, quick sale
\$400. 45 ft. x 11 ft. x 3 ft. sight-seeing boat, 105 hp. Gray,
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MARINE ENGINES: 150 and 200 hp. C.O. used in fresh water
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Fairbanks Morse oil rebuilt, guaranteed \$895. 35 hp. Kermath
\$260. 20 hp. Fay & Bowen \$125, and many others. Reverse
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Wanted by distributing agent, fish and shellfish accounts for
California on a commission basis. Fred A. Borchert, 609 San-
some St., San Francisco, Calif.

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Diesel Engines

One Worthington four cylinder, 240 hp. in good running
order complete with auxiliary equipment, propeller and shaft.
One Winton six cylinder, 235 hp. in good shape. Post Office
Box 2086, Houston, Texas.

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Rebuilt four cylinder, 40 hp. Lathrop engine, in A-1 con-
dition—\$400. Address Tom Ozio, Morgan City, La.

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Two suits of sails from 98 ft. schooner yacht. Frank Up-
son, Sail Maker, New Haven, Conn.

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Dragger *Absegami*, 71 ft. x 16.2 ft. x 5.7 ft., 120 hp. twin
screw pair Atlas Imperial engines, 60 hp. each and used only
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Dragger, 100 hp. Wolverine Diesel engine two years old.
Boat 61 ft., marvelous condition. Complete with dragging
gear. Will take any reasonable offer. Address Box FA,
Atlantic Fisherman, Goffstown, N. H.

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Small dragger. 100 hp. Wolverine Diesel, 3 years old. First
class condition, complete with dragging gear. Now scalloping.
Stocked 25,000 last year. Will take part cash, part mortgage.
Information, Box EB, Atlantic Fisherman, Goffstown, N. H.

Swordfisherman

Swordfishing boat *Mohawk*, 36 ft. Heavy construction.
Built 1935. Excellent condition 60 hp. Buda gasoline engine.
P. B. MacCready, 442 Temple St., New Haven, Conn.

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Smack *Edward J.*, 63 ft. x 14 ft. 4 in. x 6 ft. Powered with
a 45 C.O. Has electric lighting plant. Engine and boat as
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Tug built of 1/4 inch tank iron—64 2/3 ft. overall, 14 1/2 ft.
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Washington Ave., Grand Haven, Michigan.

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Boat *Edna L.*, 38 ft. x 12 ft. x 5 ft. 40 hp. Lathrop, re-
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There are good reasons for the increasing demand for Wall Fishing Rope and Rigging Gear . . . and ONE BIG REASON:

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Do not be fooled by the false economy of cheap rope. The value of rope to you depends upon its ability to give service under continuous stress and rough usage. To stand up . . . to work right . . . it must be made right. Rope of inferior quality when new often looks much the same, and breaks under test in practically the same manner as the best cordage. Therefore, until new tests are devised, simulating the actual working conditions under which the rope is used, rope buyers are greatly dependent on the character of the product, and the reputation of the manufacturer for value received.

There are cheaper ropes on the market, but although you may save on your initial cost—you pay more in replacement cost, lost time and equipment, short service, and other risks. WALL, through its dealers, will submit samples of rope made to work best for the purpose and under the conditions in which it is to be used.

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7/8" dia. Wall Manila Rope

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17/32" dia. Wall Bolt, four strand

1/2" dia. Wall Manila Seagreen

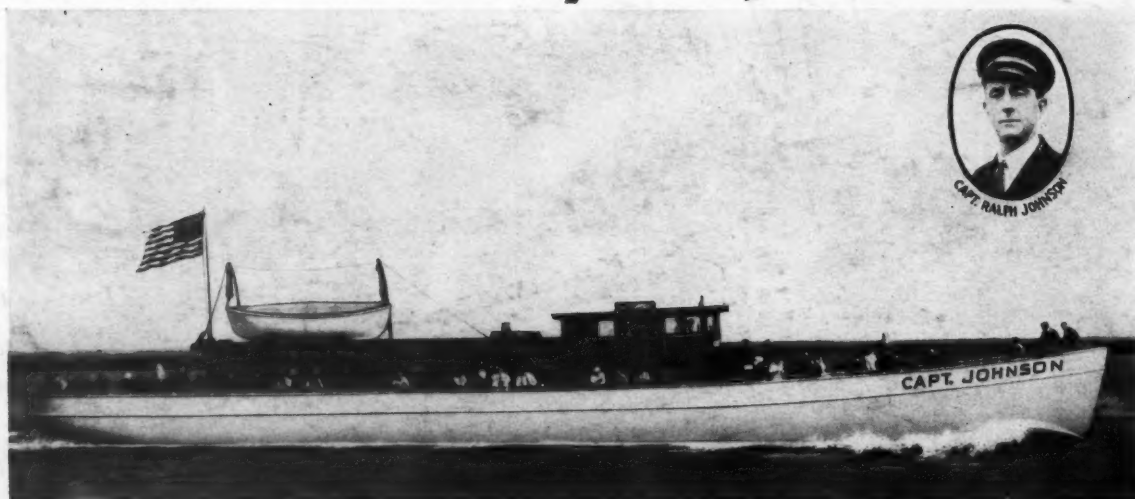
1/2" dia. Wall Manila Foulprufd

5/16" dia. Wall Manila Seagreen Hawser Lay Pot Warp

3/8" dia. Wall Manila Tarred Net Lay

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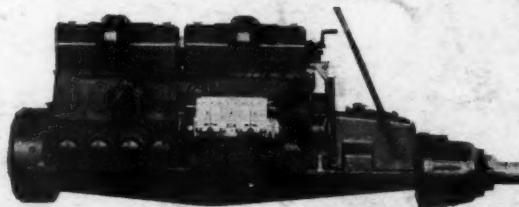
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Furthermore, to quote Capt. Ralph's own words—"I also have 3000 lbs. less weight to carry around this year and no dangerous gasoline on board. THAT IS QUITE A LOAD OFF MY MIND."



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